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V. *Colonial and foreign statistics. With index to the whole volume for 1912 (Vol. XLVII).* Cd. 7271. (London: Wyman. 1914. 7s. 6d.)

Mr. Rew's report, which introduces this volume, compares the productivity of the principal European countries and investigates how far the world's agriculture is meeting the increased demand for its products.

The Labour party and the agricultural problem. With reports of visits to Ireland and Denmark. (London: The Labour Party. 1914. 3d.)

The land. Report of the land enquiry committee. Vol. II. *Urban.* (London: Hodder & Stoughton. 1914. Pp. 760. 1s.)

Memorandum and statistical tables showing the production and consumption of iron ore and pig iron, and the production of steel in the United Kingdom and the principal foreign countries in recent years, and the imports and exports of certain classes of iron and steel manufactures. In continuation of Parliamentary Paper No. 402 of 1912-13. H. of C. 284. (London: Wyman. 1914. 7d.)

Report of the Scottish departmental committee on the North Sea fishing industry. Part I. Cd. 7221. (London: Wyman. 1914. 3s. 1d.)

United States vacant lands, located by states, territories, districts and counties, with brief description by counties. How to secure lands by homestead entry and purchase. Revised for 1914. United States system of surveys review and purchase. Irrigation projects finished, under way and contemplated. (St. Paul, Minn.: Webb Pub. Co. 1914. Pp. 106. 25c.)

Le marché des céréales d'Anvers. Publications du Bureau de la Statistique Générale, 2. (Rome: Institute International d'Agriculture. 1913. Pp. vi, 64.)

Die deutsche Landwirtschaft. (Berlin: Puttkammer & Muhlbrecht. 1913. Pp. 279. 1.50 M.)

Aims to present a complete though condensed statistical survey of German agriculture.

Manufacturing Industries

The Cutlery Trades. By G. I. H. LLOYD. (New York: Longmans, Green and Company. 1913. Pp. xvi, 493, illus. \$3.50.)

The purpose of this work is to trace the evolution of the cutlery industry in Sheffield. In the introductory chapter the various stages in industrial evolution, as illustrated by other industries, are outlined. But the plan thus proposed for the investigation of the history of the Sheffield industry is not completely followed

out. An account is given of the establishment and localization of the industry and of the gradual differentiation of trades. For the handicraft period, attention is directed mainly to the development of the gild, the Cutlers' Company, which was dominant during the greater part of the seventeenth and eighteenth centuries, and to its eventual loss of power through the usurpation of control by a small and unrepresentative group of masters and through the breaking down of the rules regulating the admission of apprentices. But, despite casual references, it is not shown how, when, nor why the change from the handicraft to the domestic system occurred, nor is the rise of the domestic system considered as a possible cause for the weakening of the gild.

The transition from the domestic to the factory system, which is now taking place, is carefully analyzed, and the reasons for the long persistence of small-scale production are explained. The domestic system is still so important in Sheffield that this is a good opportunity to observe, uninfluenced by ideas of an idyllic past, the relative social advantages of the domestic and factory systems. Professor Lloyd, from his study of wages and conditions of employment, concludes that "On the whole, the condition of the man employed on his master's premises is uniformly superior to that of the outworker." At all points the author shows thorough familiarity with the technical processes and appreciates their economic significance.

Labor combinations, as shown by this study, appeared in Sheffield from time to time during the eighteenth century; and in the early nineteenth century the trade-union movement was strong. But during the last forty years the cutlery workers' unions, failing to consolidate or to federate, have constantly lost ground. This has also been due in part to the changes in the methods of production.

Aside from the sections dealing with the French and German cutlery industries, the last three chapters do not compare favorably with those which have preceded. They are far less comprehensive and detailed. Some interesting statistics of the export trade are given, but there is very little about actual marketing methods. The comparisons with other industries and with the general development of the factory system abroad are brief and incomplete. Although the final conclusion that "the Industrial Revolution must be regarded as a product of the nineteenth century" is hardly accurate, Professor Lloyd's researches emphasize

the fact that the Industrial Revolution has in numerous industries progressed slowly and is not yet complete.

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NEW BOOKS

JUDGE, A. I., editor. *A history of the canning industry.* (Baltimore: The Canning Trade. 1914. Pp. 162.)

KEMPKENS, D. H. J. *Die Ruhrhäfen, ihre Industrie und ihr Handel.* (Bonn: Marcus & Webers. 1914. 5.60 M.)

LEPSIUS, B. *Deutschlands chemische Industrie 1888-1913.* (Berlin: Stilke. 1914. Pp. 107. 1.50 M.)

Proceedings of the twenty-seventh annual convention of the United Typothetae and Franklin Clubs of America. (S. Evans Clark, secretary, Chicago. 1913. Pp. 250.)

Production and use of denatured alcohol in principal countries. Special agents series, 77. (Washington: Department of Commerce. 1914. Pp. 32.)

Transportation and Communication

British Railways, a Financial and Commercial Survey. By W. R. LAWSON. (New York: D. Van Nostrand Co. 1914. Pp. xxxii, 320. \$2.00.)

As chairman of the Railway Shareholders' Association, Mr. Lawson has an intimate knowledge of his subject, which he presents in a lively and interesting way. The book is divided into twenty-seven chapters grouped in six divisions, financial, historical, technical, commercial, administrative, and political. The financial treatment consists of an analysis of the cost of construction and the operations of railways as measured by passenger, tonnage, and train-mile statistics, followed by discussions of gross and net revenues, and of the nature of British railway accounts and statistics. The historical part gives most attention to pre-railway and early railway conditions, but includes chapters on electric railways and London traffic. The technical part considers various matters in connection with the goods and passenger services, a great deal of emphasis being laid, by way of criticism, upon the system of collecting and delivering goods and the confusion of passenger rates.

In the commercial section, Mr. Lawson discusses rate theory and practice, with especial attention to exceptional rates and services,